TUESDAY, APRIL 23, 1872.

Amazements To-day.

Booth's Theatre—The Iron Chast.

Bowery Theatre—A Lost Life. Beyant's Opera House-8th av. and 934 st. Cooper Institute - Lecture by John B. Gough Fifth Avenue Theatre- Article 47. Grand Opera House-Lalla Rockh. Man Edwin's Theatre Power of Love,

Tony Pastor's Opera House—The Right Hour Stelke.

Theatre Comique—The Field of the Cloth of Gold.

Thirty-fourth Street Theatre—Feinale Ministrels. Matines Union Square Theatre-The Vokes Family., Wallack's Theatre-London Assurace, Wood's Museum-Sex of Ice.

DEFINARY ADVERTITING, per line,

Two lines,
Three lines Two lines,
Three lines,
Three lines, before Marriages and Deaths, per line,
PLASMAN NOTICES, the Marriages and Deaths, per line,
SPECIAL NOTICES, after Marriages and Deaths, per line,
READISC MATER. with "ADV." after it, 3d page, per READING MATTER, with "ADV." after it, let or 2d e2 50 PRESENTE MATTER, with page 19 page, per line, as Werker, 30 cents for line, as were represented as the page 19 page 19

The Nominations to be Made at Cincinnati.

The names of LYMAN TRUMBULL and CHARLES FRANCIS ADAMS are brought forward very prominently by the press as suitable and likely to compose the Cincinnati ticket. In some cases the one, and in about as many the other, is placed foremost. It seems to be undisputed that either of them would make a good Vice-President or President; and many people think they could be elected.

Judge Davis is as conspicuous as ever among the candidates for the first place on the ticket. The gravest question in regard to him is that raised by the World, whether his opinion in the Missouri case will weaken him with the Catholics-a very important element of political strength.

The recent powerful letter of Gov. PAL-MER of Illinois in favor of the Cincinnati movement has added something to the strength of Mr. GREELEY. Somehow or other people seem to associate the two names together-GREELEY for President, and PALMER for Vice-President.

We suppose the New York delegation will be unanimous for Mr. GREELEY, and the voice of this great State will have a good deal of influence. Letters from all parts of the country speak kindly, and many of them enthusiastically of Mr. GREELEY. If he is nominated the canvass will be about the liveliest that will have taken place in this country. His nomination would kindle a great deal of enthusiasm in the ranks. He brings to the new party a powerful support, and his name should be fairly considered in selecting a standard bearer.

Grant Cannot Carry Ten States.

Among the many loose and inaccurate statements in his Cooper Institute speech. Senator Wilson predicted that Grant would receive the electoral votes of twenty-eight of the thirty-seven States. We venture to say that Mr. Wilson, in his hours of calm reflection and when not under the intoxicating stimulus of a shouting throng of officeholders, does not believe anything of the kind, but on the contrary has the gravest apprehensions that GRANT will be about the worst beaten

candidate that ever ran for the Presidency. The latest elections show that in New England the Republican party, even counting as a portion of its strength the Libera element, holds New Hampshire and Connecticut certainly, and perhaps Rhode Island, by the frailest tenure. The change of a thousand votes in each of the two first named States would sweep their Republican majorities quite away. Does any wellinformed politician doubt that there are twice one thousand Liberal Republicans in each of those States?

Confining the survey of the field to the former free States, he must be blind who does not see that three of the largest of them are sure to go heavily against GRANT. One needs to be only moderately acquaint ed with the public men and the interior politics of New York, Pennsylvania, and Illinois to know that the majorities they will cast against GRANT in November will scarcely find a parallel in their history. A large number of the eminent statesmen who founded, built up, and carried forward the Republican party therein are, with a corresponding proportion of the subordinate leaders and of the rank and file, heartily in accord with the Cincinnati movement. The sentiment in Ohio and Indiana, the two other great States of the North and West, is not at present quite so pronounced against GRANT as it is in the three just named. But no one questions that Indiana will vote against him, though prob-, ably Ohio must be left a while longer in

the column of doubtful States. 'How stands the case in regard to the other free States? The Republican majority in New Jersey will be crushed out between the upper and nether millstones of New York and Pennsylvania. The Re publicans hold all the States in the Northwest, excepting Michigan and Iowa, by a slender thread which a breath of opposi tion in their ranks will break. In all of them the Liberal cause is steadily advancing, and there is scarcely a doubt that November will find them arrayed against GRANT. Brigadier-General NyE, formerly of the Madison county train bands, no longer dominates Nevada, while California and Oregon will be as sure for the Cincinnati nominee, if he be accepted by the

Democrats, as New York and Illinois. In brief, we do not believe Senator Wilson can lay his hand upon his heart and count upon his fingers more than seven of the former free States which he feels at all sure will go for GRANT.

We now turn to the former slave States. These were once the fruitful vineyards of the Republican party. But the profligate carpet-bag rulers have cut up and scattered to the winds the last hope of another crop of Republican victories in all the field which stretches from the Potomac and the Ohio to the Guif. The upper tier of those States were never under a strict Republican régime. Of the ten reconstructed commonwealths lying below this tier, North Carolina, Georgia, Florida, Alabama, Texas, and Tennessee have, one after another, lapsed from Republican rule. while GRANT's intermeddling in the local politics of Louisiana and Arkausas has arrayed both those States against him. There are left, then, only South Carolina and Mississippi. The honest masses of the dirt, which they are powerless to remove,

expel the swarm of carpet-bag locusts who have devoured every green thing within their borders. But GRANT may possibly save from the general wreck Mississippi, the old home of JEFFERSON DAVIS.

We trust Senator Wilson will revise his figures ere he makes another prediction from the platform of the Cooper Institute.

The Carelessness of Senator Wilson. HENRY WILSON is a man whom we have always respected and still respect. We are reluctant to say anything about him which bears the least aspect of severity. But Mr. Wilson ought to have been much more careful than be was in his assertions about the Robeson case at the Cooper Institute the other evening. He presented a written defence-evidently prepared by Mr. Robehimself-full of erroneous statements, and trie. I to make the audience think it

The public will soon lose confidence in all the Grant men, if Henry Wilson sets the example of defending the squandering of the public money in un.

law. It would have been much more creditable to Mr. Wilson if he had come out frankly, like honest Horace Greekey, and just said, substantially: As to this Robeson fraud, it is a little too bad-it can't be defended.

Mr. Wilson might ease his conscience at this late day, if he were to rise in his place in the Senate and retract every word which he has uttered for the purpose of excusing Robeson's illegal misappropriations of the people's money. . Speak, Senator, and set yourself right.

The Navy Frauds.

Long before THE SUN began its exposur of the manifold frauds in the Navy Department Mr. John P. VEEDER, who had been employed as an expert to investigate the accounts of the Navy Yard at Philadelphia, addressed an elaborate report to Secretary Robeson, concluding with the following summary, calling his attention to the irregularities and abuses which he had discovered to exist there:

"I. The reckless manner in which the public expenditures are being made.

"II. The impunity with which bad men are allowed to carry on their schemes and control Government patronage.

"III. The very low standard reached in procuring supplies from middlemen, without commercial standing, to the exclusion of honest and honorable dealers and manufacturers.

"IV. The extravagant prices paid to favorite parties, and the neglect to secure honorable competition in making purchases in open market.

"V. The extent to which Government officials and employees are interested in introducing patent-right articles for private benefit.

"VI. The inefficiency of the means employed to prevent frauds in receiving the stores, and the insecure manner of their custody.

"VII. The great indifference manifested by the authorities everywhere toward peculation and fraud."

the authoriand fraud." To this remonstrance Robeson turned a deaf ear. Instead of introducing honesty and economy in the administration of the Navy Department, he went on to pay the Secons \$93,000 on New Year's Day, although Congress had already paid them in full and had enacted a law forbidding them to be paid another cent. The evils which Mr. VEEDER pointed out in such impressive language are rampant and ever growing

The Brother-in-Law Question.

under such a lazy and corrupt Secretary.

Will the people apply a remedy? Or do

they like to have such Cabinet officers as

Rongson?

Some of the President's friends are de nanding of him a sacrifice which would lacerate his sensibilities in their tenderest point. They insist that he shall give over Brother-in-law Caser to the wrath of his

It is well known that the New Orleans investigation was begun at the personal request of the President, who wrote a note to Mr. Dawes, asking that a committee gight be appointed to examine affairs in that city. The truth is that the odor of corruption was so flagrant there that the Administration desired the application of a liberal coat of whitewash to neutralize it. But there are jobs too unsavory to be covered up even by a Congressional Committee of Investigation, and the New Orleans business proved too rank for the investigators.

It was proved that Collector Casey had been guilty of an attempt to bribe the Louisiana Legislature; that he paid some of the lobby money; that he was the custodian of a corruption fund, a portion of which was found in his hands. Other testimony was taken which places the Presidential brother-in-law in a most unenviable light, and as a natural consequence the most strenuous exertions have been made to suppress the evidence which was elicited committee. It has been asserted that the reason that the report of the committee has not been published is that it has been delayed in the Government printing office; but inquiry has shown that but a small part of the testimony has ever been sent there. Now, other excuses are offered for keeping the facts from the people, but there is every reason to believe that the true cause for the delay is that the report of the committee will show a degree of corruption existing in the New Orleans Custom House which would render the dislosures relating to the general order robbery in this city insignificant in comparison

Under these circumstances some of the President's friends are beseeching him to let Casey go. They say that if the bad brother-in-law is kept in office after this investigation, the whole history will come out during the campaign, and cost GRANT thousands of votes; and, what is worse, will deeply grieve many friends who will stand by the officeholders' party and its candidates in spite of their faults. It is possible this appeal may be heeded. The President might not mind the predicted grief; but the loss of votes is a matter which will be likely to commend itself to his serious consideration.

Unfair. There are thousands of people in this city who are unjustly compelled to live in a nanner unsuited to human beings. They may be called the helpless class, composed namly of widows and their children, who are obliged to overwork themselves to keep from starving, and of families that ickness or discharge from employment

has rendered destitute. Many of these people would if they could live in cleanly and well-ordered houses. This they cannot do because they are forced by circumstances to live in tenement houses where families are crowded together, many of whom are not cleanly in their habits. This evil, however, is to a great extent unavoidable, although good sanitary regulations would be of much benefit; but one great wrong that these people suffer is from the horrible condition of the

streets in which they live. Piles of offal, garbage, and abominable Paimetto State will rise in November and accumulate before their doors, a source of Illinois will be thrown at the Presidential election

danger to their lives and of offence to their natural tastes. And the evil does not stop hero; the pestilential condition of localities renders the whole city nuhealthy, but these poor people get the worst of it.

The Spanish Revolution.

The inevitable result of placing a foreign king on the Spanish throne is beginning to

be developed. By telegraphs from Madrid we learn that the rising of the Carlists is simultaneous in several districts of Spain, and that the final departure of AMADEUS, if he be fortunate enough to get off with his life, is a mere question of time. All the boasted victories of the SAGASTA party at the polls turn out to have been greatly exaggerated, and apart from armed opponents in the field, the present Cabinet does not possess a sufficient majority in either House to carry any single measure it might propose. The treasury is, moreover, hopelessly bankrupt, and the usury which the Government has been forced to pay for ready money during the past few months exceeds its entire revenue for a year.

** is difficult to believe that, under any ircumstances, the representative of the older Boursons can make himself King of Spain; but it is certain that AMADEUS cannot remain. What is most probable, is bloody civil war throughout the Peninsula.

A correspondent calls attention to the fact that the Rev. Mr. FURNISS, whose work entitled "The Sight of Hell" has lately been spoken of, is not a clergyman of the Church of England, though he is a native of that country. but a Roman Catholic. The fact may be of in terest to some, but it is the nature of his utterances that especially excites remark and not his connection with any particular kind of Christians. For example, take the following descrip of the Terrific Noise in the abode of the damned :

"You have heard, perhaps, a herrible scream in the dead of night. You may have heard the hot shrick of a drowning man before he went down into his wstery grave. You may have heen slocked in passing a madhouse to hear the wild shout of a madman. Your heart may have trembled when you heard the roar of a lion in the desert, or the hissing of a deadly screen in the bushes. the desert, or the hissing of a deanly serpent in busines.

"But listen, now—listen to the tremendous, the herible uproar of millions and millions and millions of to mented creatures mad with the fury of helt. Oh, it screams of fear, the groupings of horror. "It yet is rarge, the cries of pains, the shouts of *cony, the shrief of despute from millions on millions. There you he them roaring like lipes ...ssing like serpents, howill high dogs, and "...ng like dragons. There you hear to "...sung of teeth and the fearful blasphemics of the vita. Above all, you hear the roaring of the thand of God's anger, which shakes hell to its foundations.

Father FURNISS's picture of the chief of this

Father Fearness picture of the chief of this fearful crew is no less remarkable:

"We are coming near the dwelling-place of Satan; the darkness gets thicker; you see a greater number of devils moving about in the thick darkness. They come to get the orders of their great chief. Already you hear the ratting of the chains of the great monster? See, there he is, the most horrible and abominable of an monsters—the devil! His size is innucease? Se. Fixed cases whim. He was sitting on a long beath which passed through the middle of hell. His feet we asked on into the lowest depths of hell. His feet we asked on the passed through the middle of hell. His feet we asked out of the lowest depths of hell. His feet we asked out of the lowest depths of hell. His feet we fixed to an immense ring in fish hands was turned up against heaven. Hell of the lowest hell. His tremendous and horrible head was head upon high, and touched the roof. Round his neck was a collar of red-hot from. A burning chain tied him round the middle. The ugliness of his face was such that no man order to cold beart. His great, flere eyes were filled with pride, and anger, and rage, and spite, and blood, and fire, and savage crueity. There was something else in those eyes, for which there is no name, but it made those on whom the devil's eyes were

The most interesting fact about all this is that such representations of material horrors and torments, much as they might have agreed with the ideas of hell which prevailed a few centuries ago, are now repugnant to the great majority of Christian people. The reason is that very nany, even among the most orthodox, have come to believe that the mercy of God will no allow the damnation of any to be eternal; while others are convinced that in a spiritual world the state of the wicked and the restraints to which they are subjected must be spiritual and not earthly; and that their life, instead of being ne of conscious wretchedness, must, through the Divine goodness, have all the comfort and enjoyment of which their perverted and debased faculties are capable.

A new building law is before the Legislature. It contracts the fire limits below Eighty-sixth street, allows wooden buildings and cornices in any part of the city, diminishes the thicknesses of walls, and does away with fire-escapes on buildings less than five stories high. a law is passed, the Legislature may as well abolish the Building Department.

A singular case of the fulfilment of a startling dream has recently been added to the many well-authenticated instances of such oc currences. A Mr. J. C. CLYMORE of Vienna, Ill. in a letter to the Hon. HORATTO KING of Wash ington, with whom he was in the habit of corresponding, mentloned incidentally that he had dreamed for four consecutive nights of being murdered. A few days later a despatch from Chicago announced that J. C. CLYMER had been murdered near Vienna on the evening of Marc 29. Mr. King, recalling the story of the dream at once supposed that the murdered man must be his correspondent, although there was a slight difference in the spelling of the names To make the matter sure he wrote to Vienna. and in answer received two letters from the Postmaster of that place, from which it appeared that his conjecture was correct. Mr. CLYMORE left his home on the morning of the 29th ult., and was last seen alive in a desolate spot late in the evening of that day. The next morning his hat, saddle-bags, papers, gloves, and pieces of his clothing were found near where he was last seen. There were also two large club found, bearing blood and hair. The horse he was riding went home with a gash cut in one shoulder fourteen inches long. His body was afterward found floating in a stream. It was not known that he had any enemies, and it is supposed that he was murdered for money, as he was accustomed to have large sums in his ssession. The Vienna Postmaster writes that Mr. CLYMORE related his strange dream to the

The Tammany Democracy talk of running the Hon. ALGERNON S. SULLIVAN for Mayor. He has one good point. He has never been suapected of dishonesty.

The past winter has witnessed some extraordinary legislation on the subject of liquor selling, and as the result of this legislation, it is natural to look for some singular proceedings h the courts of the various States which have been experimenting in this direction. A curious case inder the new Ohio liquor law has just been tried in Monroe county, in that State. A woman ecovered \$600 damages from a saloon keepe whom she had sued for having sold liquor to he husband at divers times during the last twelvmonths. No proof was brought that her hus band had been seen to drink any liquor in the saloon; and the defendant swore that he had not sold nor given him a drop during the tim specified. But the man had been seen drunk in he saloon frequently, and this the jury appeared to think was all the evidence required t prove that he must have obtained his liquo there. Consequently the saloon keeper had to uffer for permitting him to enter his premises

Miss Cunningham, the Regent of the Moun Vernon Ladies' Association, publishes a brief doubt of the charges lately brought against her by Mrs. Briggs She denies that she receives any salary for her services hat the necessary expenses have been met. To Mrs. Briggs responds by demanding a detailed statem: ory means of settling this unpleasant controversy.

Mr. Raster, the editor of the Illinois Staats iting, recently resigned the office of Collector of L ernal Revenue in Chicago. It was supposed that he re for Governor of Illinois the Hon. Gustavus Korner, a Liberal Republican, and one of the signers of the call for the Cincinnati Convention. This is a significant in dication of the direction in which the German vote of

ONE OF THE NAVY FRAUDS. THE FULL HISTORY OF THE COR-LISS CASE.

Fraud-Forgery of Admiral Porter's Name-A Fraudulent Letter from Secretary Rob-eson-The Government Committed by Rob-eson to Pay Money which it Did Not Owe-Who, beside Robeson, was Responsible?

respondence of The Sun. Washington, April 20.-In former artieles I have given the history of the transaction by which George H. Corliss, President of the Corliss Steam Engine Company of Providence, R. J., obtained through Secretary Robeson a certificate of indebtedness against the United States for \$257,688. This transaction was made the basis of an investigation by the Joint Select Committee on Retrenchment, second session, Forty-first Congress. The testimony taken by this committee was printed in Senate document No. 256, but owing to the near approach of the adjournment of Congress no report expressing the views of the committee was made, and the only result of the investigation was a clause added to the Appropriation act for 1870-'71, which prohibited the payment of any of the money so appropriated to the Corliss Steam Eugine Company.

As Robeson has brought Mr. Corliss forward

as one of his witnesses, and relies on his testimony to exculpate him from the charge of maiadministration in this case, I will give a brief risum? of the facts developed in the investiga-

tion before mendloned.

PACTS BROUGHT OUT BY CONGRESS, The Corliss Steam Engine Company entered nto a contract on the 26th of October, 1863, with he Bureau of Steam Engineering to build one pair of 100 by 48 inch engines for the United States Steamer Pompanoosue for the sum of \$700,000. An additional allowance of \$30,000 was agreed upon as the cost of transportation from Providence to the Charlestown Navy Yard. It was also agreed that for this sum total \$730,000, the engines were to be erected in the vessel in "a ecure and finished state, fit in every respect for sea service." Soon after the date of this con-tract the Corliss company entered into another contract to build and creet a pair of 60 by 36-inch engines for the United States steamer Ill-

inch engines for the United States steamer Illinois for the sum of \$415,000—the \$15,000 being the amount allowed for transportation.

By the terms of the contracts these engines were to be finished within twelve months from dile, that is before the end of the year left; yet they were not finished when the present Administration came into power. It appears from the following extract from the Senate document No. 256, that soon after the present Administration was inaugurated steps were taken to have these contracts cancelled, on the ground that the engines were not needed;

was inaugurated steps were taken to have these contracts cancelled, on the ground that the engines were not needed;

James H. Strong sworn and examined.

By Mr. Jenekes—8 ate your reak in the navy. A.—Commotore United States Navy.

Q.—Were you one of the board of officers appointed to examine and report upon steam machinery contracted for the navy under the direction of the least Engineer-in-Chief, Benjamin F. Isherwood? A.—I was, Q.—What did you examine in the shop of the Cordissisteam Engine Company? A.—We examined a 103 the engine, and I cannot reil without referring to my papers whether one or two pair of 68 lach engines—60 by Ss.

Q.—By whose orders lid you haske this examination? A.—By the order of the then secretary of the Navy, Mr. Borte. Borle.

On what shape was the result of your examination presented to the Secretary? A.—The result is contained in the report that I now present to the committee.

O.—Have you the original report? A.—This is a copy of the report, and whether an exact copy of the original I cannot say. The original report could not be found.

O.—It is the original that I call for. A.—That I have not seen.

O.—It is the original motive of the accept of it?

Q.—Have you read what purports to be a copy of it?

A.—I have, and the printed copy is, as near as I can remember, a copy of the original report. The printed copy annexed to the letter of Secretary tobeson (Senate Executive Document No. 78, 41st Congress, va session)

\$50,000 00 140,000 00

In addition to this amount there should be added to complete the contracts for extra work, in addition to that already charged, which would have so be done on the the highest properties already finished, would amount to respect the strength of the contract of the contra

should be a deduction on cach of the 30-linch by 36-linch engines of about \$15,000, and upon the 100-linch engine of about \$70,000, making a total reduction of \$125,000 | leaving a balance, after deducting the cost of extra work in erecting the 100-linch engine, of \$299,08.40, to be paid by the Government for storing them.

STOPPING THE WORK FIVE YEARS AFTER THE CONTRACT EXPIRED.

CONTRACT EXPINED.

On the 8th day of May, after the reception of this report, J. W. King, Chief of the Bureau of Steam Engineering, notified Mr. Corliss to stop work on these engines. On this point King testified as follows:

Q.—When you came in as Chief of the Bureau you immediately notified Mr. Corliss to stop work on these engines? A.—Not immediately.

Q.—How long after you came in ? A.—The notice is on the 8th of May, and I came in on the 18th of March on the 8th of May, and I came in on the 18th of March the matter was talked about in the Secretary's office for awhile, and I recommended that a Board inhigh be appointed. pointed.

Q. Did you get up a like notice to all the other contractors for the Isherwood engines? Did you notify the other parties who were building at the same time, you did Mr. Corliss to empend work? A.—I do not know whether I was the same date, but it was nearly the same time. the same time.

Q.—It was determined in the Department not to go cannot finish them? A.—It was determined that they should not be completed. not be completed.

Q.—Then the question came up as to how you would compromise and settle the different chains they had fowerk? A.—Yes, str; it was the best thing to do.

On the receipt of this notice to stop work Corliss immediately sent in the following proposition to settle, which as king teatiles was written on his desk in the Department.

Washington, D. C., May 14, 1889.

Sta: The understand contractors for stem machiners known as ite-inch by Scinch, as soft machinery has for a long time been reconstructed in a soft machinery has for a long time been reconstructed by the said about the said the said machiners.

The two contracts amount to \$130,000 for 100-lineh, and \$140,000 for 60-lineh; and we have our bills pending for extra work ordered by the Department, amounting to \$19,000 day hashing in all the sum of \$1,16,000 day now which we have received \$80,000, leaving a balance of \$130,000 day, and when we now propose to settle, and cancel CORLISS MAKES A PROPOSITION.

cted by us under the said contracts, and the said of the in cash, in its present state of completion, for the said the present state of completion, for the said the present state of completion, for the said the work is delivered at the navy yard in Charlestown.
All of which is respectfully submitted by the Corliss
Steam Englie Company.
GEO. H. Com.iss, President.
The Hon. A. E. Boniz, Secretary of the Navy, Washington, D. C.

THE OFFER ACCEPTED.

Within six days this offer was accepted by Mr. King, as he swears upon the order of Admiral Porter, but the Admiral swears this is false. The following is the letter of acceptance:

Washington, D.C., May 20, 1889.)

tiement of the vessel, \$45,000, leaving balance in set In consequence of the very innited appropriations for this bureau, only one payment will be made, and that of activery of the machinery, &c., at the Charlestown Navy Yard. The balance cannot be paid until Congress makes further appropriations, but a certificate for the amount due will be given you. Respectfully.

3100, H. CONLIES, Cerlies Steam Engineering Company, Providence, R. I.

THE DEED DONE. THE DEED DONE.

In accordance with this settlement Mr. Corliss delivered the two unfinished engines at the Charlestown Navy Yard, and they were received and receipted for by Elizidge Lawton, Chief Ensineer at the yard, on the 18th of November, Isee. Everything had thus far worked to the gatisfaction of all the paries, and Mr. Corliss, having delivered his engines, wanted his money, or a certificate of indebtedness. He accordingly upptied to the Secretary, and by his direction Mr. King ordered the following to be drawn up and delivered to Corriles:

NAVY DEPARTMENT,
Br. RAU OF STRAM ENGINEERING, Dec. 8, 1809. This certifies that the "Cortiss Steam Engine Con-any," of Providence, R. I., having made, in its lette f May 14, NS69, to the Navy Department, an offer to se

a pair of 100 by 48 engines, boilers, and appurtenances, and a pair of 60 by 36 engines, boilers, and appurtenan-ces, on the following terms, viz.: To deliver the engines, boilers, and appurtenances at the Charlestown Navy Yard, in their then unfinished condition, for the sum of \$259,068.40, and the offer of the company having been accepted by the Bureau of Steam Engineering (by order of the Department), by the Bureau's letter of May 30, 1800, and the engines, boilers, and appurtenances embraced in the engines, boilers, and appurtenances embraced in the two contracts above named having been delivered at the Charlestown Navy Yard, in an un-finished condition, as agreed upon between the "Corliss finished condition, as agreed upon between the Cotins
Steam Engine Company" and the Burcau of Steam
Engineering, except 532 tubes, amounting to \$1,290.40
which being deducted entities the "Corliss Steam Engine Company" to the payment of the sum of \$257,688
due on the 1st day of October last, and payment will b necessary appropriations for this Bureau,

J. W. King,

Chief Eaglneer U. S. N., Chief of Bureau of Steam En-

gineering.
AN HONEST MAN IN THE WAY. AN HONEST MAN IN THE WAY.

Here was the beginning of the trouble for Robeson, King, and Corliss. An honest and capable man named Wm. H. Allyn was chief clerk of the Bureau of Steam lengineering. He had all along protested to King that this settlement should not be made; that it was a swindle upon the Government by which the contractor got at least \$111.651 more than he was entitled to. When Mr. King directed him to draw up the above certificate he objected, and informed King that they never gave certificates of indibtedness. However, upon the positive order of King he did draw it up as directed. He was determined, nevertheless, to prevent the money being pald, said it was upon his representations that Congress was finally led to order the matter investigated. This brought the parties into trouble, and Robeson required King to recall the certificate of indebtedness.

CORLISS DECLINES TO RETURN THE CERTIFICATE.

Accordingly King wrote the following letter

Accordingly King wrote the following letter to Mr. Corliss:

NAVY DEPARTMENT,
BUREAU OF STEAM ENGINERING,
March 10, 1810.

SIR: A Board having been ordered to examine your
claims for payment, under contracts made with this
bureau, you are requested to return the certificate of
indebteeness, given under date of Dec. 8, 1839.
Gronor H. Coulliss, Washington, D. C.
To which Mr. Corliss replied as follows:

THE ABLINGTON, WASHINGTON, D. C. . The Ablington, Washington, D. C...)

Dean Sir: Referring to yours of the 10th instant. I beg leave respectfully to decline your request to return the certificate of indebtedness given under date of December 8, 1859. And I submit that a most reasonable condition to a reopening of the question of my "claims for payment under contracts made with the bureau" world be a "return" of the engines, botlers, and appurtenances (weighing some fifteen hundred tons) from the many grad in Chailestown to the works of the "Colless Steam Engine Compeny," in Providence, in the same condition as they were when the arrangement of May, 1879, was consummated "by order of the department of whereby were causelled, and the terms of settlement for raid machinery were causelled, and the terms of settlement for raid machinery were causelled, and the terms of settlement for raid machinery were causelled, and the terms of settlement for raid machinery were causelled, and the terms of settlement for raid machinery were causelled, and the terms of settlement for raid machinery were causelled, and the terms of settlement for raid machinery were causelled, and the setme of settlement for pany, "sets fully and officially confirmed by said certificate. Yours, &c.,

Fresident Corliss Steam Engine Company, J. W., Kiya, Esq., Chief Bureau of Steam Engine Company, Washington, D. C.

KING AGAINST KING.

KING AGAINST KING. KING AGAINST KING.

It appears by the above letter from Mr. Kin that "a Board" had been appointed to examin into this subject. It is important to observe the date of that letter and the fact that this Boar was to examine the claims of Corliss. In hitestimony before the Refrenchment Committee Mr. King swears he never heard of a supplemental report made by any Board.

By M. Welker, O. Lee there is a majorical report.

heard of.
Q.—In that report they explain what they meant; that they intended to deduct on the large engine \$100,00 for not being finished. A.—I never saw that.

not being failshed. A.—I never saw that.

It is clear from King's letter to Corlies that "a Board" had this matter under consideration, and the following is the report of the Board he evidently referred to:

Washington, D. C., March 15, 1870.
Ordered by the Honorable Secretary of the Navy, on the birth of March, 1889, to examine and estimate upon the unmission attention unchinery then being constructed at different establishments, with a view to obtaining a release would be for the interest of the Government, we have the bonor to state in explanation of that report that, when we say that the substantian and the part that, when we say that the substantian and the part that, when we say that the substantian and the part that, when we say that the substantian and the substantial and the part that, when we say that the substantial and the

Eitra bils on same. 11,59 15
Corlies Steam Engine Company's balance due on contract for one pair 100 inch engines. 10,000 00
Extra bills on same. 7,008 25

e report was made. We further stated in our report as follows: Should we further stated in our report as they can be with We further stated in our report as follows: Should these contracts be completed as far as they can be, with a view to storing them in the may yards, there would be a deduction upon each of the 60 by 36 engines of about \$15,970, and upon the 100 linch engine, constructing by the Corliss Steam Engine Company, of about \$50,000; meaning that, in our opinion, at least these amounts should be retained after the engines, boilers, and all appurtenances were completed as far as possible, before erecting in the vessels.

Recapitulatory statement as follows:

Contract price for 100-inch engine is. The amount paid on this contract is. Deduct the estimated cost of completion and erection in versel.

Due Corliss Steam engine Company on 100-inch engine, wien delivered at navy said... Contract price for 60 by 52 engine..... Amount paid on this contract.... Amount that would be due on this contractif completed and creeted in vessel.

Estra bills.

Transportation.

Due Corliss Steam Engine Company on 60 by 56 engine, when delivered at naty yard.... \$111,519 15

Due la full \$118,617 40
Respectfully submitted by your obedient servants,
J. H. Syroofe, Capitalin,
Binnamy F. Garvin, Chief Engineer,
The Hon. George M. Robeson, Secretary of the Navy.

HOW ROBESON CONSTRUED IT.

language of the report on this subject is as fol

with a view to storing them in navy yards, there with a view to storing them in navy yards, there wild be a deduction upon each of the oblinch by 85 meh gines of about fifteen thousand dollars, classic, and on the 100 in heightee of about fifty thousand dollars, close, making a total deduction of one hunded and cars five thousand dollars, viz.8m, leaving a balance for donn't ning the cost of extra work in creating the dollars, viz.8m, and interpolation of two hundred and almost public thousand and stay-classic five thousand to be paid by the Government for storing them.

It is facised, or, at the estimated made by the and the stay below the dollars and the continuous properties of the stay of the continuous and the stay of the continuous and the continuous for stay of the continuous and the continuous for the stay of the continuous delices and the continuous continuous continuous and the continuous continuous continuous delices and the continuous continu thy the Covers of the control of the

made, and the indebtedness of the Department to the company being fixed at two handred and fifty-seven thousand als hundred and eighty-eight dellars (\$257,889). By this settlement there was fine deducted for uninished work on the @linch by 36-inch engines fifteen thousand dollars (\$15,000) and on the inglines fifteen thousand footh and seventy-six dollars (\$45,484, thousand four hundred and seventy-six dollars (\$56,484, making a total reduction of seventy-one thousand four hundred and seventy-six dollars and fourteen cents (\$71,476,14) from what would have been due the Corliss Steam Engine Company if their contracts had been entered to the contract of the seventy-one of the seventy-one for the seventy-one for the seventy-one fitter of the fitter of the seventy-one fitter of the fitter of the seventy-one fitter one fitter of the seventy-one fitter of the seventy-on

far as is americined, ever shown to them. The report of the board, atthough to some extert un certain, nevertheless does fix, in specific long auge and figures as above quoted, the amount which would be all to the contractors, including the Corlins Steam Engine Company, on the competion of the engines for storing and their transportation to the Charlestone Navy Yard the the country), when called upon for explanation of the uncertain expressions of their report, explained on the uncertain expressions of their report, explained on the uncertain expressions of their report, explained in the uncertain expressions of their report, the original proportion with its recommendation to the advantage with the details of this explaination seen to be at earliness with the deviation of the supersymptotic contractors, and the Department, under the responsible contractors, who won agreeing to it, gave their right to complete and demand purpose in the foreground of the responsible contractors, who won agreeing to it, gave their right to complete and demand purpose in in all for a contract understood to be profitted to the Government to may not be improbable, also, to add that these contractors, who are understood to be reponsible, insult the deviations and in the extlement was by no mand to know any and the improbable, also, to add that these contractors, who are understood to be reponsible, insult the deviation of the full ross of their demand, haven given on the fair corrying out of ther demand, haven given on the fair corrying out of the region to the settlement, to complete the 100-inch engine the original contract.

Very respectivity, your obedient servant.

one about many and question is ruled; decording to inspiritual contract.

Very respectfully, your obedient servant,

GEO, M. Honeson, Secretary of the Navy.

Hon. Schuyler Colyar, Vice-President of the United States and President of the Senate.

Comment upon this is unnecessary. Such ransparent fraud never was attempted to be astified by a shrewd rascal in a more lame and

insatisfactory manner.
The 100-inch engines were about three-fourths ompleted when the Board examined them and reported thereon, and it was so stated in the original report of the inspecting engineer. That part of the report was very invateriously lost in the Department, and as will be observed, that part of the report could not be found when the investigation began. Mr. Allyn, the chief clerk.

investigation began. Mr. Allyn, the chief clerk, testified on this point:

Q. presenting a paper to the witness)—There is what purports to be a copy of Mr. Kutherford's report. Now state where is that statement in that report about the molinch being but three-fourths completed. Is that the original? A.—This is the original? A.—This is the original? A.—This is the original that has been on file Bureau.
State where you saw it stated that three-fourths to 100-inch was completed. A.—It followed this after W.," in the alphabetical list of parts undeted in the 100-inch. Here it says: op-valves, exhaust-pipes, reversing-engines, and be." hecls"—stops abruptly. Then followed: "Then ers it stops abruptly. Then followed: I have ness are about three fourths completed. Then it to no state about the condition of the bollers, and located; and then it was signed by him. But here, r this abrupt break, the next page begins the specifican index for the Ø-linch. He went on in the same ner with the Ø-linch; "These engines are about tenths completed. Bollers completed and retting slocks," &c.

-Have you definite recollection of seeing that pain that shape? A.—Oh, yes. I saw it a dozen es. mes.

Q.—How long ago? A.—Some two months since Mr.
ling called for this inventory, and also for the inventry taken by the chief engliser of the Charlestows
ard. The messenger looked at his lot, found them,
ad took them to Mr. King. I sucquasied to the messen

spart there. Whether the missing page was here at the time Mr. King found it upon his deak or in his drawer I to not know. He gave it to me missing. Q.-All we wanted to accretain was whether the triginal report had that on? A.-The original report addition.

CORLISS GETS \$155.000, FOR WHAT?

The Board certified that it would cost at least \$140.000 to complete this engine and erect it in the vessel, in accordance with the contract. They also estimated that it would cost to complete and erect the 60-inch engine \$15,000. It is very evident, then, that according to this finding Mr. Corliss got in his settlement with Robeson \$155,000 from the Government for which he gave no consideration. And this is the important point in the case. The Board of Officers, after making a careful inspection of the engines, reported that a certain amount of money would be due Mr. Corless when the engines were completed as far as they could be without erecting them in the vessels. If that was done and the engines taken off the contractor's hands, there should be deducted from the contract price an amount sufficient to cover what it would cost to erect them in the vessels. This is the plain purport of the original report, and with the supplemental report of the Board before him, Robeson is forced to say that the members of the Board did not know what they meant to say, He called upon them to explain what they meant, and when their explanation is received, he replies: "You are certainly mistaken; you meant nothing of the kind." CORLISS GETS \$155,000, FOR WHAT? You are certainly mistaken; you meant othing of the kind." nothing of the kind."

The testimony taken by the committee clearly establishes the fact that the 100-inch engine was only three-fourths completed, thus corrosorating the report of the inspecting engineer. Two experts were examined on this point-Henry W. Gardner, President of the Providence Steam Engine Company and a near neighbor of Mr. Corliss, as well as Orestes C. Baker, an engineer, who had superintended the construction of the engines in Mr. Corliss's shops.

BARE FORGERY. The evidence clearly shows that the settlement was a fraud with Corliss from beginning to call, and that to accomplish their ends, King, Corliss and Robeson heattard at nothing. More than his, there was forgery lin the case; by whom committed does not appear.

William H. Allyn swon and examined by Mr. Welker.

William H. Allyn swora and examined by Mr. Welker State your position. A.-I am Chief Clerk of the te your position. A.-1 am Cherof Steam Engineering.
tow long have you been in that position? A.eight years,
and any knowledge of the contract with the
Steam Engine Company for two pairs of Steam Engine Company for two pairs of ? A.-Yes, sir.
iii yon go on and state what you know about the nise that was made or the condition of the ent was the name of the Chief of the Bureau tr. King. In the course of settlement the matter alked over by Mr. Corliss and Mr. King. I was I in by Mr. King when Mr. Corliss was present, for ason, as Mr. King present, that I was furnified the contract. There were some extra bills subdy by Mr. Corliss, which Mr. King made some a subcot, and I stated to him some objections to ss, as the letter of Mr. Corliss to Secretary May 14, 1809, and printed in Senate Execut No. 18, was it not? A.—I think that wa

ADMIRAL PORTER EXPOSES THE FORGERY. But the testimony of Admiral Porter on this forgery of his name is the most interesting part of the report. He speaks his mind very planly on some other things also.

He was asked to tell what he knew about this settlement, and after some preliminary statements he said:

ments he said:
But before this the Secretary of the Navy, on the State of December, 1869, had given Mr. Corliss a certificate of indebtedness. I had had no conversation with the Secretary up to that time about it, until this paper camp before us, and then 1 recommended, before Mr. Corliss was settled with, that the account should be carefully examined into. Mr. Bobeson gave me the papers to examine into, and, as I told him, I could not make head or tail of them. My understanding of the case was that Mr. Corlies was not childled to as much as I made out the amount. I made out the amount due him \$10,000 the amount. I made out the amount due him \$10,000 more, by their showing, than he claimed. That was my first attempt. I knew that was not right, and I knew there was something wrong in the statement. Therefore I recommended that the Secretary should order the Board to state what they meant, which they did. I recommended then that this bill should not be paid until the Board made up their minds. Meantime the Secretary said to me, "Admiral, there is something on that paper that compromises you with regard to this matter. This was accepted by the former Administration." I told him no, that was impossible. I could never have done anything to compromise myself in any way, and there was nothing on that paper which could compromise me. He said my name was on it, and that I would find it there authorizing these things. I told him it was no such thing, I knew better. I got the paper and found this written on it: "Accept the last proposition. D. D. no such thing, I knew better. I got the paper and round this written on it: "Accept the last proposition. D. D. P.," which is a forgery. Here is the paper. That is not my writing of my name. Then I wrote at the bottom of that: "The above we af my initiatis to a forgery and a poor imitation of my name.—D. D. Porter, Vice-Adv-

I showed that to the Secretary and said from that L should judge there was something wrong in this trans-action. He said it looked rather bad. That first satisfied me that there was something wrong on the part of Mr. King. That was done in Mr. King's department, Mr. King. That was done in Mr. King's department, I presume, because this paper resided in that department. This was the only reason I supposed there was anything wrong in the transaction. That is the way the matter stood until the report of the Board came in. The recommendation of that Board coincided with this paper. (The circular before referred to.) What they ground their calculation on I do not know. I could not make it out myself from the first report of the Board, but taking this and comparing it with the explanation, it seems very plain to me. I said after reading this and the other that I thought this was the settlement which he other that I thought this was the settlement which ought to be made—\$117,000, instead of \$257,000. That is what struck me. That paper is Corliss's proposition, and that forgery, for I do not call it snything else, is an and that torgety, for I to not can't a stylining case, is attempt to use my name. It is blurred over and rubbed around; but everybody who knows my name knows that is not it, and that I cannot write that way. If I was going to approve that bill I should have put it is full, in such a way that there would be no misunder-

standing.

Q.-Did any of the records of the doing of this work Q.—Did any of the records of the doing of this work consist of reports of the engineer? A.—I never examined closely; I merely looked generally, and said; "Mr. King, you have got to examine this carefully." The Chief of the Burcau is the man who is to do all that kind of thing, just as the Fourth Auditor, the Second Auditor, &c., do in the Treasury Department. I will tell you one little item: Mr. King submitted this account in the first instance to his circle, Mr. Allyn. Then Mr. Allyn showed him what he considered the wrong Mr. Allyn showed him what he considered the wrong statement of the account, But Mr. King refused to recognize that statement, and went on as he considered right. The amount of it was that he took Mr. Corliss's offer as his guide.

NOW LET CONGRESS BE ON THE WATCH.

NOW LET CONGRESS BE ON THE WATCH.
It only remains to repeat what was said in our
introduction, that Congress, to prevent Mf.
Corliss obtaining from the Navy Department the
\$257,688 called for by the certificate given him by
Robeson's order, added a proviso to the Appropriation act of '70-71, that none of the money so
appropriated should be paid to Mr. Corliss. That
has prevented the conspirators from defrauding
the Government up to this time. But when Mr.
Corliss was before the Robeson Investigating
Committee to make his voluntary statement in
defence of Robeson, he made an important admission in regard to this certificate. It is as follows:

lows:

By the Chairman—You do not expect to be paid this amount? A.—We expect ultimately to get our pay, and without any deduction.

By Mr. Sargent—You expect the amount named in that certificate to be paid to you by an appropriation of Congress? A.—I expect to get the pay when Congress appropriates the money to enable the Secretary to do it. have not applied to Congress for that money, and I do not propose to do so. I propose to wait until the Bureau of Steam Engineering has the necessary funds to pay it. By Mr. Archer—Do you'capect to get that money with out a separate appropriation for it? A.—I do not know why I should not.

Whet does this admission amount to? It.

why I should not.

What does this admission amount to? It amounts to just this, that if Congress should neglect to add a proviso to any future appropriation act prohibiting the payment of any of the money so appropriated to Mr. Corlssi, he will walk up to the Department demand his money, and get it. Will Congress see to it that the prohibition is not omitted?

Sappno.

A Prosperous Brother-in-Law.

From the Cincinnati Enquirer.

WASHINGTON, April 18.—The Secretary of the Treasury to-day awarded a molety claim of \$32,000 to Collector Casey, of New Orleans, and he Surveyor of the Port, and decided that the alleged informer had no claim to a portion.

MARINE COURT, CITY OF NEW YORK, April 22, 1872. on. Henry Smith, Speaker of the Assembly of the State of New York.

Sin: I have endeavored, during the present rision of the Legislature, to secure certain reforms. his fact is well known to many members of the House. It has excited the ire of some of my associates, and the extraordinary spectacle has been presented of three Judges upon the beach going before a body of lawyers and, through their own statements, aided by those of the refuse of the profession, not under oath, striving to polson public sentiment against an associate. I need polson public sentiment against an associate. I aerd hardly say to those who know me that the statements of these legal mercenaries, so far as I am concerned, are wholly false and madebous. At the proper time and piace I shall be able to put these men in the pillory where they belong. I am told by those who, out of curlosity, have attended these extraordinary hearings, that the only sworn statements and documentary evidence introduced relate to the time. Justices themselves of whom I have spoken, and establish conclusively that the only statements and documentary evidence in troduced relate to the time. In fact, they are making the last efforts of the legions of desperation. As at present constituted, the mestaluess of this court is at an end. It should be abelished. In its place should be created a municipal court, with the same powers, except in the matter of references, and the power lock in summary proceedings. The number of duelics rept in the matter of references, and the power toell in summary proceedings. The number of Justices should be six, and under elective by the people. So far at an enough of the people. So far at an enough of the people. There is no relief save in the Legislature I look forward with unbroken hope to its action. I pray that this communication be referred to the Judiciary Committee of the House, to the end that the matters in dispute may be fought out before a constitutional body. Yours, respections,

Gro. M. Curris, Justice Marine Court.

Minister Schenck Reviews the Blue Cont

Boys.
LONDON, April 22.-The Hon. R. C. Schenck. ne American Minister, secompanied by his laugheesterday visited thrist's Hospital (Founda chool). The building was decorated with the li-duction displant honor of the visitors, as-ingle-entertained theomyth sogns. Mr. Schro-lew decoration displays and allowing and allowing them in an appropriate manner while they we

After the Congressional Lobbylans. WASHINGTON, April 22 .- In the House members of Congress who do not declare on how the they have no personal or private inducting any it was the measure before the long or any of the out you, the object bring to exclude an amenders who are engaged in lobby as.

Reception in the Varican. ROME. April 22.—The Pope yesterday gav and ence to two thousand citizens of itome. His the addressed his visitors, thanking them for their day to the links see, and represending the "stand" of

Lass of an Eastern Steamer. LONDON, April 22.—The steamer Nova has been wrecked on the coast of the Island of Banks ind Malay Archipelago. Her crew and passengers were saved.